



RUDDER FLUTTER

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VOLUME 42, NO. 2

SPRING 1996

FAMILY FLY-IN EXPO

By John Goostrey, FAA

This year the Family Fly-In Expo will be held in the heart of the beautiful Teton Mountains, in Driggs, Idaho and at the Grand Targhee Resort. This special event will take place on August 23, 24, and 25th, 1996.

A special effort is being made this year to make this a memorable family event. The safety lectures will be held in the afternoon and evenings, leaving the mornings and early afternoons for the flying events (Wings and PACE programs) and fun activities for the entire family.

The resort and the community are organizing lots of activities for young and old alike. Activities like swimming, backpacking, horseback riding, mountain biking, fishing, glider rides, and nearby river rafting will be available. With Yellowstone and Teton National parks just a short drive away, this could rival any vacation you have ever dreamed of.

Make your reservations early, the rooms are limited. For more information call: John W. Goostrey/Chuck Knipple, Boise FSDO, (208) 334-1238 or 1-800-453-0001, or Jim Cooney, Helena FSDO, (406) 449-5270 or 1-800-457-9917.



*Blackfoot Appreciation Day, 1995
See related story
on page 5*

RUNWAY SAFETY

Serious accidents continue to occur because of:

- Aircraft taxiing onto the runway without clearance,
- Aircraft lining up/taxiing on the wrong runway,
- Failure to check for approach end inbound traffic, and
- Failure to understand or comply with tower instructions.

Be alert, confirm runway markings/heading, read back clearance, and be certain of what is expected of you.

Flight instructors: Be sure to stress surface operation situational/awareness!

35 YEARS OF SERVICE

Larry Hippler recently observed his 35th year of employment with the State of Idaho. An Aviation Technician par excellence, Larry has made significant contributions to aviation safety throughout his career with State Aeronautics. Congratulations Larry!

SKY WRITING...



FROM THE ADMINISTRATOR'S DESK

As your recently appointed administrator, I consider it a distinct honor to serve you, the aviation community, and all users of the Idaho Aviation system.

There are many challenges ahead and I realize that your support of the Division of Aeronautics programs and goals is absolutely vital in the achieving of any degree of success.

My agenda is very simple: Service! And in connection with that I offer a few initial thoughts:

1. Our back country airport system is the envy of many states. The success is based on good working relationships among the many dedicated volunteers, flying organizations, the U.S. Forest Service, and the Division of Aeronautics. We must protect this valuable airport system and use it wisely. Above all, let's keep it safe.

2. The Aeronautics Staff is a small but highly dedicated team and I have no doubt that they will continue to be one of Idaho Aviation's greatest assets.

3. On Safety: I urge all pilots to rededicate themselves to the observing of safe operating practices. There were 36 accidents in the state during calendar year 1995 and many of them were probably avoidable. THINK - DON'T HURRY! Stay well away from anything that even remotely resembles a calculated risk. Communicate freely and frequently with flight instructors and accident prevention counselors. Strive toward ever increasing levels of professionalism regardless of aircraft type or purpose of flight.

4. The Fixed Base Operators (FBO's) and airport managers need and deserve the support of their respective communities and users.

These dedicated FBO's and airport managers have "kept the light burning" and provided essential services through some very difficult times while playing a vital role in the well-being and success of many communities.

5. I have already taken certain steps to further enhance the Division's aerial Search and Rescue function. Our efforts are supplemented by the cooperation of over 20 other agencies/organizations. Your state pilot and aircraft registration, as required by state law, can be vital items of information in the event of a search.

6. Obstructions/Tall Towers/Power lines: I note that these have significantly increased in recent years. Please maintain constant vigilance—be aware of where they are in your pre-flight planning—and, best of all, plan your altitude to be well above them. The Division will continue to carefully monitor and enforce obstruction marking and lighting standards.

7. Airports are a significant investment. There is an urgent need to protect these valuable assets through prudent planning and zoning.

Continued on page 3

IDAHO TRANSPORTATION DEPARTMENT

Governor *PHILIP E. BATT*
Director *DWIGHT BOWER*
Aeronautics Administrator *JIM CONDER*

Aeronautics Advisory Board:

Chairman *WILLIAM PARISH*
Member *BOB HOFF*
Member *J. PHILIP REBERGER*

Division of Aeronautics
3483 Rickenbacker Street
P.O. Box 7129
Boise, ID 83707-1129
(208) 334-8775

In order to preclude airport loss through thoughtless land use development encroachment, positive zoning action is needed sooner rather than later. Call us for information.

8. The airport development and maintenance programs/projects will be published periodically for your information. The courtesy car program is currently being reviewed and improved.

In conclusion, I look forward to meeting you personally in the near future. In the meantime, do not hesitate to communicate with your Aeronautics Division.

- Jim L. Conder

SEARCH AND RESCUE REPORT

ONE (1) CRASH/SEARCH:

North of Malad during early morning darkness. (No ELT signal.)

One (1) Division volunteer aircraft launched from Pocatello at daylight. Cooperating agencies (Initial Phase):
Salt Lake City ARTCC
Boise FSS
U.S.A.F. Rescue Coordination Center
Oneida County Sheriff
Idaho Wing Civil Air Patrol
Life Flight Helicopter
Idaho State EMS Com. Center

ONE (1) SEARCH:

A SEL aircraft on a flight plan from Hailey, ID to Page, AZ diverted to another airport and failed to close flight plan. CAP and Division Coordinators and CAP resources responded along with other agencies.

The Division is very appreciative of the cooperation of all agencies/organizations.

ELT Report: First Quarter = 20

NEW RATINGS

PRIVATE

GREGORY CHAVEZ

*Instructor: John Mahoney

JESS HENNIS

*Instructor: T.C. Gilkeson

TOM MORGAN

*Instructor: John Mahoney

STACEY NELSON

Instructor: Pocatello AvCenter

DAVID SPRY

*Instructor: Jim Hayden

JARED THOMPSON

Instructor: Pocatello AvCenter

INSTRUMENT

ED MCAVOY

Instructor: Inter-State Aviation, Inc.

ED McCONNELL

*Instructor: Greg Herbert

MULTI-ENGINE

JENNY PERI

Instructor: Inter-State Aviation, Inc.

MULTI-INSTRUCTOR

KIRK NILLES

Instructor: Pocatello AvCenter

MULTI-COMM-INSTR

TRELL KENNETT

Instructor: Pocatello AvCenter

COMMERCIAL

STEVE TUBBS

*Instructor: Carol Bashista

SD3 TYPE

BOB COWARD

*Instructor: Gordon Harris

Congratulations to everyone!

***-FAA Examiner Richard "Dick" Williams**

All instructors and examiners are encouraged to send in their student's names when ratings are achieved.

CALENDAR OF EVENTS

APRIL

- 14-20 Sun 'N Fun, EAA Fly-In, Lakeland, FL
(941) 644-2431

MAY

- 11 Mt. Home Air Force Base Air Show and Civil Fly-In. Pilots interested in flying in must complete general info. and hold harmless forms - approval required. Public Affairs Office, (208) 828-2222
- 16-19 Mt. Flying Seminar, Challis, ID
(800) 267-9069/(208) 879-2364
- 18 EAA Chapter #407 Hands-on Shop Practices
Nolan Getsinger, (208) 522-5783
- 18 Taylor Aviation Fly-In, Emmett, ID
(208) 365-4598
- 25 Top Fun Flyers Ultralight Memorial Day Competition, Parma, ID
Steve Franks, (208) 286-7848

JUNE

- 1 USO Dinner/Dance, MK Depot. Boise. Everyone invited! Reservations required. Sponsored by Warhawk Air Museum. Sue Paul, (208) 454-2854/853-3252
- 6-9 Mt. Flying Seminar, Challis, ID
(800) 267-9069/(208) 879-2364
- 8 National Young Eagles Day. EAA Chapter #103 will be giving youngsters airplane rides at SkyStar in Nampa. Bob Benner, (208) 888-7873
- 22-23 Northwest Fly-In, Lewiston, ID
Johnny Stewart, (208) 476-4647
- 29 Third Annual Blackfoot Airport Appreciation Day and Pride Days Celebration
(208) 785-2727

JULY

- 27 Airport Appreciation Day. Twin Falls. Lots of fun! Dedication of new terminal!
(208) 733-5215

AUGUST

- 1-7 EAA International Fly-In, Oshkosh, WI
(414) 426-4800
- 10-11 6th Annual Wilderness Within Reach. Chamberlain and Big Creek Airports. Joe Corlett, (208) 336-1097/376-0916
Pilots and planes needed to introduce these great kids to aviation!
- 23-25 Family Fly-In Expo, Driggs, ID
John Goostrey/Chuck Knipple,
(208) 334-1238/(800) 453-0001
- 31-9/2 Top Fun Flyers Ultralight State Competition, Glens Ferry, ID
Russ Sperry, (208) 465-4875

SEPTEMBER

- 6-8 7th Annual Kitfox Fly-In. SkyStar Aircraft. Nampa, ID
(208) 466-1711.
- 13-15 6th Annual Avid Fly-In. Avid Aircraft. Caldwell, ID
(208) 454-2600

DATES TO BE ANNOUNCED FOR:

Idaho Aviation Hall of Fame Golf Tournament.
Ken Hunt, (208) 452-5050 or Bob Jessen, (208) 383-3300

Caldwell Airport Appreciation Day.
Jack Pearson, (208) 459-9779

Be sure your next event appears in the *Rudder Flutter*. Send information to *Rudder Flutter*, Idaho Division of Aeronautics, P.O. Box 7129, Boise, ID 83707-1129 or call (208) 334-8776.

BLACKFOOT FLY-IN SET

By Charlie Thomas and Bob Kirchner

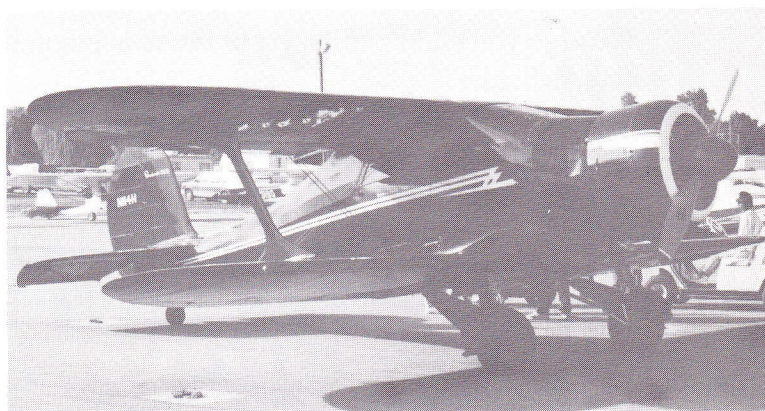
On Saturday, June 29th, 1996, Blackfoot Municipal Airport will host the Third Annual Airport Appreciation Day and Pride Days Celebration. Last year, an estimated 8,000 people attended this event which included military fly-bys, life flight and DOE helicopter displays, and demonstrations by law enforcement K-9 units and fire and rescue crews. In addition, this event includes a custom car show, arts and crafts fair, and fly-in breakfast.

Hungry pilots flying into Blackfoot will enjoy a \$2.00 breakfast, a free loaded baked potato and a chili feed that continues throughout the afternoon. Breakfast is served from 7-11:00 a.m. The potato and chili feed begin at noon and continues until the food runs out. Last year over 4,600 spuds were given away.



There are several reasons that make this fly-in so much fun. First and foremost, it is free to the

public, the airport remains open so you may come and go as you please. ATC supervisors will be manning Blackfoot's unicom in an advisory capacity and a discreet military frequency is available. Military aircraft making fly-bys the past two years have included the B1-B bomber, KC-135 tanker, and T-37 trainers. In addition, well known Blackfoot pilots Don Novas and Max Gibson will make fly-bys in their P-51, T-33, and turbine Air Tractor 502 respectively. Increased military participation is anticipated this year to make this year's fly-in the best ever!



Since the fly-in has incorporated itself with the Blackfoot Pride Days Celebration, much of the community has become involved. The antique car show has over 150 entries this year and an antique tractor display will hopefully be added this year. The Blackfoot Fire Department demonstrates how their specialized equipment is used to extricate victims from wrecked automobiles. Law enforcement K-9 units will show how their highly trained dogs can be effective in the search for drugs and other contraband. Apprehension techniques will be demonstrated as well. A large selection of arts and crafts may interest those seeking unique gifts or projects.

This event offers something for every member of the family. Whether your interests lie in aviation, classic automobiles, arts and crafts, great food or just a great time, the 1996 Blackfoot Fly-in has it all! Circle June 29th on your calendar now and plan on making it your annual event.

WILDERNESS EDUCATION

By Larry Hippler

Over the last few years the Idaho Division of Aeronautics, The Idaho Aviation Association, and a number of individual pilots have worked closely with the Forest Service on wilderness aviation issues. One of the results of this effort is the aviation wilderness poster shown below.

Other positive results include the publication and distribution of the brochure, "These Are Special Airfields" (A Guide to Wilderness Flying). In addition, volunteer "hosts" have staffed wilderness airports and volunteer work groups have performed needed airport maintenance.

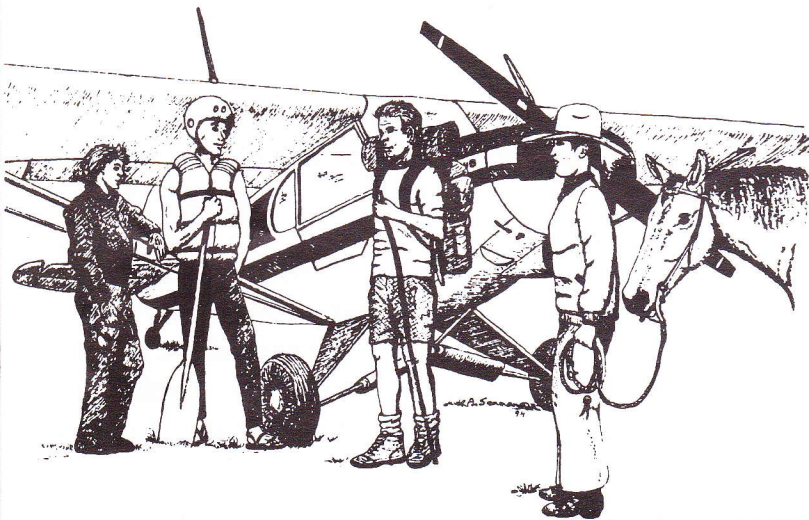
Perhaps the most positive result of this program is a better understanding and cooperation between all wilderness visitors, regardless of their personal interests or mode of transportation.

We urge you all to participate in future aviation wilderness projects. After all, they really are "Special Airfields."

WILDERNESS PARTNERS

WILDERNESS IS FOR EVERYONE!

BY BEING CONSIDERATE OF EACH OTHER'S NEEDS, WE CAN ALL GET ALONG.



- ☐ A cruising altitude of at least 2000 feet AGL is recommended.
- ☐ Check NOTAMs for airfield conditions or closures.
- ☐ Keep number of landings to a minimum.
- ☐ Minimize proficiency flights.
- ☐ Practice no trace camping.

United States
Department of Agriculture
Forest Service



Idaho Division of Aeronautics

Idaho Aviation Association



In memory of a fine aviator, Susan Schroeder

BACKCOUNTRY VOLUNTEER WORK GROUPS

Are you interested in volunteering for a work group at one of the backcountry airstrips? Several work parties are held each year by groups such as the Idaho Aviation Association. The dates for 1996 will soon be announced. Call the Division at (208) 334-8775 or 1-800-468-5865 and we will share them with you.

FIRC

By Tim Peterson

The first FIRC, which stands for Flight Instructor Refresher Clinic, sponsored by the Idaho Division of Aeronautics was held February 17th and 18th. A total of 36 CFIs, Certified Flight Instructors, attended. A big thanks to the local FAA and the Washington, DC FAA for their input and participation. A special thanks is in order for the effort given by Sherry Knight-Rossiter. All of the speakers for the event were from Idaho, they included: Sherry Knight-Rossiter, Dick Williams, Keith Bumsted, George Skari, Ron Hanks, John Goostrey, Art Lazzarini and Bill Cooper. I am impressed with the wealth of talent and expertise that we have right here in Idaho and I am honored to work with such fine professionals.

The Division of Aeronautics is committed to provide a quality program for CFIs to renew their certificates. More dates are to be set for further FIRCs. Flight instructors from all over the country are welcome to attend. This last FIRC brought CFIs from Texas and California.

Some key points brought up in the FIRC were how we can help reduce midair collisions. Most midairs occur on clear days. About 77% occur below 3,000' and within five miles of the airport. Right around half of all midairs occur below 500'. It is most important that if you are not aware of the standard traffic pattern or the most current CTAF for a given airport you should consult your airport facilities directory, Aeronautical Information Manual (formerly known as the Airman's Information Manual) and the latest NOTAMS. A good review with a CFI on how to obtain the most current information and learn current scanning techniques could be a most valuable tool.

Flight Instructors are welcome to submit articles on safety to the *RUDDER FLUTTER*. Please send articles to: *Rudder Flutter*, Idaho Transportation Department, Division of Aeronautics,

P.O. Box 7129, Boise, ID 83707-1129.

Happy flying and may your smooth landings be intentional.

RADIO DISCIPLINE

The traffic patterns can get scary when people fail to announce their position and intentions. But sometimes it is difficult to get a word in edge wise because of needless chatter and socializing on frequency 122.9, especially in the backcountry areas. A near miss or midair collision can really ruin ones day so let's exercise more professionalism/discipline and make it a safe operation. 122.90 mhz is the standard common traffic advisory frequency (CTAF) for backcountry airports. Use frequency 122.75 for inter-plane communication needs.

GATHERING OF EAGLES

The Sixth Annual Gathering of Eagles in Post Falls was highlighted by FAA seminars, USAF survival course, and a humanitarian airlift presentation. The legendary Gladys Buroker and Gene Soper, our Aeronautics Liaison Extraordinaire, were honored for their lifetime contribution to Idaho aviation. Awards were presented by AAB Chairman Parish and the administrator.

We thank Idaho pilots who support their aviation safety/information program.

NEW AIRPORT FACILITIES DIRECTORY DUE OUT IN FALL OF 1996

The long awaited new Idaho Airport Facilities Directory is scheduled for release in the fall of this year. Make sure the address we have on file for you is correct so you will receive your copy as soon as possible.

AN OFFICIAL FAA INTEREST

MOTOR VEHICLE DRUG AND ALCOHOL CONVICTIONS

By Keith L. Bumsted

Over the last few years, the FAA has taken an official interest in motor vehicle violations for drug and alcohol convictions specifically and other criminal traffic convictions in general. The principal administrative record system that is used by the FAA is the National Driver Register (NDR) which receives and maintains a record of all driver's license suspensions, revocations, cancellations, and denials of applications for licenses from all states. Although the NDR receives records of such motor vehicle actions for a variety of reasons, the FAA is especially interested in any drug or alcohol related convictions of pilots.

The FAA has essentially adopted a "zero tolerance" policy with respect to any type of alcohol impairment while flying or record of alcohol abuse by pilots in the use of motor vehicles. Motor vehicle drug and alcohol conviction information is specifically requested from pilots on the FAA medical application form, which also includes permission for the FAA to inquire one time into each applicant's NDR record for the purpose of verifying the accuracy of the statements on the form. All convictions after November 29, 1990, the effective date of the regulation, are reportable. During 1991, the first year of the program, approximately 2.7 percent of all pilots (5,600 out of 205,000) renewing their medical certificates reported at least one DUI conviction.

The FAA's keen interest in and attitude about alcohol convictions arises from a substantial body of research that clearly shows untreated alcohol dependence or abuse results from above average or heavy and frequent consumption of alcohol. Furthermore, once a pattern of excessive consumption commences, it continues or

increases across a variety of situations until external events serve to interrupt the behavior pattern (an accident, loss of job, etc.). There is also strong research evidence to suggest that persons with one motor vehicle DUI conviction are much more likely to continue drinking and driving than persons without any DUI convictions. These astonishing data indicate the serious persistence of alcohol misuse among convicted DUI drivers.⁽¹⁾

In some sobriety checkpoints set up at random by police, 100 percent of the drivers passing through such checkpoints who had previous DUI convictions were found to have measurable blood alcohol levels!

The significance of such data from the motor vehicle environment is not lost on the FAA, which believes that personal behavior patterns of alcohol misuse can and sometimes are carried over into aviation activities with disastrous results. Many aviation supporters criticize such inferences, strongly defending the integrity of pilots who they say, as a group, would never compromise their high personal and professional standards by drinking and flying. Sadly, however, general aviation accident statistics do not support the critics. Estimates of alcohol related accidents vary because of incomplete data. Only about 15 percent of fatally injured pilots are tested for blood alcohol. Moreover, fewer than one percent of pilots who survive accidents are subjected to toxicological tests. But of those pilots tested who were involved in accidents, about 7.5 percent are found to be alcohol impaired, some with blood alcohol levels of .15 or more.

Records over the last two decades do not indicate any scheduled airline accidents in which alcohol impaired pilots were involved, but it is well known that alcoholism is present in surprising numbers among airline transport pilots employed by the major carriers.

Continued on page 9

MOTOR VEHICLE..(CONTINUED)

Until such time as alcohol impaired pilots can be eliminated from the cockpit (probably never, human frailty being what it is), the FAA will continue its strong zero tolerance enforcement posture against both alcohol and drugs and impose testing programs, motor vehicle records cross checks, and other measures on all pilots in order to eliminate alcohol abusers from the cockpit.

Keith Bumsted is the Deputy Director of the Idaho Transportation Department and holds a Commercial Pilot and Flight Instructor Certificate with over 4,400 hours flight time. This article is an excerpt from his recent book "Please Call the Tower: A Pilot's Guide to the FAA Enforcement Program", (Bookcrafters - (800) 879-4214). (1)M.W. Bud Perrine, Ph.D., "Who Are the Drinking Drivers?" Alcohol, Health and Research World, Vol. 14, No. 1, 1990, p. 26, (301) 443-3860.

AERONAUTICS ADVISORY BOARD

The Division welcomes two new Aeronautics Advisory Board members. Governor Philip E. Batt has appointed Bob Hoff, Owner/Manager of AeroMark in Idaho Falls, and a former U.S. Navy pilot, J. Philip Reberger of Boise to the Board. They replace former board members Pete Hill and Harry Merrick respectively, whose service the Division acknowledges with sincere thanks.

Bill Parish of Moscow is presently the Advisory Board Chairman.

CONNIE LOWER RECEIVES 25 YR AWARD

The Division of Aeronautics congratulates Connie Lower, Account Technician, for her recent award for twenty five years of service to the state of Idaho.

U.S./WORLD HELICOPTER CHAMPIONSHIPS COMING TO OREGON

The U.S. National Helicopter Championship competition will be held in McMinnville, Oregon on May 3-5, 1996. This event will establish a national winner, and prequalify the U.S. Team for the 9th World Helicopter Championships which will be held August 14-18, 1996 in Salem, Oregon.

The world competition is comprised of four events which take place over a four day period and test the skill and accuracy of the crew. The competition events include: navigation, precision flying, timed arrival with load drop-off, slalom and skill. These events challenge the competitors in their skill and knowledge of their aircraft.

This will be the first international competition ever to be held in the U.S. Crews will be coming to the U.S. from countries such as France, Germany, Russia, Canada, Greece, Great Britain, Monaco, South Africa, and Brazil.

Spectators have an opportunity to feel the excitement of a world class competition and understand the many facets of the versatile helicopter. There will be family focused events for the aviation enthusiasts. A hot air balloon rally featuring 25 of the northwest's finest balloons as well as static displays featuring antique and state of the art aircraft.

For more information contact the: Helicopter Club of America, World Helicopter Championships, (503) 945-3299 or 1-800-874-7012.

DID YOU KNOW?

Your Division of Aeronautics conducts an average of 74 airport inspections each year and provides detailed reports to the FAA.

FAA IS LISTENING!

The comment period on the Notice of Proposed Rule Making pertaining to duty period limitations, flight time limitations, and rest requirements for commercial pilots has been extended for 90 days thru June 19, 1996. Many organizations, including the Idaho Division of Aeronautics, pointed out the need to give further study and consideration because of the significant impact that it would have on small operators and their pilots along with other concerns/implications.

The FAA may have failed to consider the differences between on-demand air charter and scheduled operation as the proposed rule was promulgated. Comments of a constructive nature should be forwarded (**in triplicate**) to:

Federal Aviation Administration
Office of the Chief Counsel
Attention: Rules Docket (AGC-200)
Room 915G, Docket No 28081
800 Independence Avenue Southwest
Washington, DC 20591

This is a highly important issue and those who have not yet commented are urged to do so. **MAKE YOUR VIEWS KNOWN!**

**IDAHO DIVISION OF AERONAUTICS
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BOISE, ID 83707-1129**

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